

JUNE 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



1962 Falcon Fordor Deluxe Sedan
Scott Simpson
New Berlin, Wisconsin

ON THE COVER

June is known as the “month for weddings.” Unfortunately, this year has seen some postponed due to the pandemic. In a very timely e-mail, Scott Simpson (FCA #1502) sent us this photo of his son and his bride in front of Scott’s 1962 Fordor. Scott describes the photo as follows:

“The wedding was on a mid-June Friday and our son drove off in the Falcon at the end. That following Sunday was Father’s Day and my son handed me a framed photo of him and his new wife with the Falcon as a backdrop. “Happy Father’s Day, Dad,” he said. Somehow they had managed to get one of their wedding photos printed and put in a frame between Friday and Sunday. That was pretty neat, and a great gift.”

Here’s to all our members with June anniversaries. His article is a follow-up from last month’s “One-of-a-Kind Falcon” and describes events that happened just days after this photo was taken.

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BEWARE: UNSOLICITED REQUESTS

It has come to our attention that some members have received unsolicited requests for gift cards for donations to various causes in the name of our president Jim Guthrie and others on behalf of the Falcon Club of America. These messages are PHISHING and should be considered SPAM. While we have absolutely nothing to do with these communications; we do apologize for the inconvenience it may have caused. Please do not hesitate to reach out to us to verify the validity of any communication.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS

July 23–25, 2020 CANCELLED

FCA 41st National Meet

Dayton, Ohio

Hosted by Ohio Valley Chapter

August 21–22, 2020 CANCELLED

Northeast Chapter's 2020 Regional

Warwick, Rhode Island

Hosted by Northeast Chapter

August 28–29, 2020 CANCELLED

Carolinas Chapter 14th Regional

Kannapolis, North Carolina

Hosted by Carolinas Chapter

September 11–12, 2020

Mid America Regional

Branson, Missouri

Hosted by Mid America Chapter

The Welk resort is temporarily closed. In order to make reservations at this time, email www.WelkBranson.com. It may take some time for them to reply. Phones are not being monitored at this time. We plan that our show will go on as planned.

September 12, 2020 CANCELLED

Pacific Northwest Mini-Regional

Ellensburg, Washington

Hosted by Inland Northwest Chapter

October 2–3, 2020 CANCELLED

2020 Pacific Regional

Sacramento, California

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

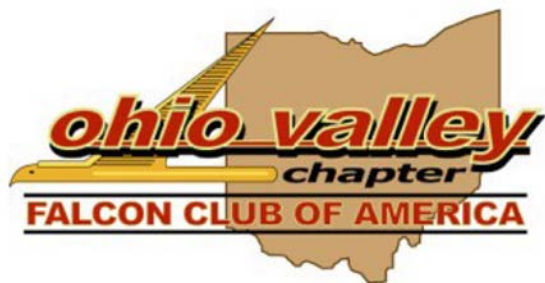
As I write this message it is mid-April. We are in the midst of a world-wide pandemic that has taken thousands of lives and severe weather has brought death and destruction in the south. It is also a time of renewal, rebirth, spring and warmer weather, a time when families should be enjoying the outdoors and renewing old friendships. It is also a time for us to begin thinking about the next gathering of the Falcon Family.

I hope you have come through this time safely and in good health. Truly, we have a great deal to be thankful for including what has been reported as a diminishing of the pandemic and the beginnings of a return to "normal" life. We must thank all of the medical, military, health and safety personnel for their tireless efforts on our behalf. Once again, these folks were and are there to serve. I also want to acknowledge the effort by several chapters to bring us together during Regional events this spring. I have no doubt they would have been fabulous.

Until we meet again, if you are able to, take a drive in your Falcon or Ranchero and try to enjoy some good weather. Think about all that we have enjoyed together in the past, and how great it will be when we are together again.

Stay safe and well.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469



May 11, 2020

After much careful deliberation, the Ohio Valley Chapter and the Falcon Club of America leadership have made the difficult decision to cancel the 2020 Falcon Nationals. We believe this is the responsible action to take in order to keep everyone safe during the ongoing COVID-19 pandemic. The health and safety of our participants, volunteers, sponsors, spectators, staff and host hotel employees remains our top priority. The unknown elements of this pandemic have made it impossible to predict when large gatherings will once again be permitted. At this time every state has it's own rules in place on said gatherings while imposing additional rules concerning self-quarantine requirements after traveling out of one's home state. No one can predict when these rules will be modified, much less lifted. Also, because of the social distancing limitations put in place by the CDC and the State of Ohio our volunteer committees have been unable to get together to continue working on this year's event putting us behind in the planning and preparation process. We know this news is very disappointing, and having put the last year and a half into working to make this event a memorable one, we feel the same, but in our hearts we know that this action is for the best. By making the decision to announce the event cancellation now, we hope that our participants will be able to cancel or change their travel plans with minimal impact.

We are extremely grateful for all of our participants and supporters during this unprecedented and challenging time so we ask for your patience and understanding as we navigate these unfamiliar waters. Taking into account all of the planning and preparation required for our event, unfortunately, postponement is not a viable option. If you have any questions do not hesitate to contact Ohio Valley Chapter President John Howard via telephone: (513) 312-8799, email: 2020nationals@johnwhoward.com our website: <https://www.2020falconnationals.com> or facebook: <https://www.facebook.com/groups/1027022700813465/>.

Below is an outline of how we are going to move forward:

Participants: For those of you that preregistered this year, your registration payment will be refunded in it's entirety as soon as possible. If you paid using PayPal your refund will be deposited back into your account. If you paid by check we will be sending your refund in the form of a check via USPS. Because of the number of refunds, it will take several weeks for the refunds to be processed. Watch our event website and/or our facebook page for updates as we go forward.

Vendors: If you paid for space(s) a 100% refund will be issued. Because of the number of refunds, it will take several weeks for these to be processed as well.

The Ohio Valley Chapter and the Falcon Club of America hope you are able to make plans to attend next years Falcon Nationals in Arlington Texas, and remind you to keep watching the FCA website for further information regarding future events. <https://www.falconclub.com>

Sincerely,

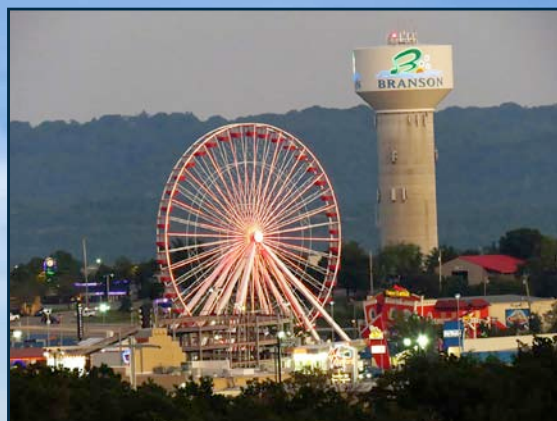
Ohio Valley Chapter of the Falcon Club of America
<http://www.ovcfca.com/>

September 11-12, 2020

MID AMERICA CHAPTER REGIONAL

Branson, Missouri

Registration form at www.midamericanfalcons.com



If you've never been on a trip to the Missouri Ozarks, your opportunity has arrived. The Mid America Chapter is inviting you to their Regional to be held September 11-12 at the Welk Resort in Branson, Missouri.

Our Falcon Meet's location is minutes from the entertainment district, beautiful scenery, and outdoor adventures; there's no shortage of great things to do in Branson. Enjoy fishing on Table Rock Lake or a day at Silver Dollar City theme park. Explore a fun museum. Enjoy a visit to a local winery. Play a round at a local golf course. Indulge in some retail therapy at Branson Landing, located on the waterfront of beautiful Lake Taneycomo in downtown Branson. While you're there, don't miss the magnificent water fountain spectacular, synchronized to light, sound, music and fire!

In addition to the Show on Saturday, we will take a cruise through some breathtaking Ozark Mountain scenery and see views of Table Rock Lake and Lake Taneycomo. Branson is centrally located in southern Missouri and easy to get to from almost any state. Make time to see some sights, eat at some local restaurants, and enjoy your stay.

The regional is an affordable outing. Fees for one vehicle prior to August 1 is only \$30. Swap spaces are available at no charge. T-shirts and Saturday evening buffet tickets are available for additional charges. Registration form and the latest information can be found at www.midamericafalcons.com. A liability release must be signed to complete registration.

Hotel reservations can only be made by phone at 800-808-9355 between 9 am and 5 pm CT, Monday through Friday. During the shutdown, no one has been monitoring the phones, but please keep trying as things are starting to open up again. Use Group ID # 599050. No payment is taken, just a credit card number is needed to hold your room. The rate of \$119 per night is for one King or two Queen beds. Room rate includes two full breakfasts. Reservations are only guaranteed if booked before August 10, 2020. Their website is welkresorts.com. For additional information regarding the show, contact Jim Boyer at 816-806-5102 or by email to midamericafalcons@gmail.com.

Fill out your Registration Form, send it in, and just like Frankie Valli & the Four Seasons sang... *We'll See You In September.*

OLD DOG. NEW TRICK.

BY JEFF SCHIRA



Photo by Lisa Fotios from Pexels

My dad was a radio/avionics tech in the US Navy during WWII. He was also a cheapskate. In the early '60s, after we had moved into the house where I grew up, he decided to build his own stereo system (which as kids, we were not allowed to touch). I'm talking old school vacuum tube stereo with parts bought at Olson Electronics and the local Gray Drug Store (which actually sold vacuum tubes). No printed circuit boards back then.

As part of this stereo system (should I say Hi-Fi?), he had to build his own chassis out of sheet metal. To construct the chassis, he needed a chassis punch set to punch the holes in the sheet metal necessary to mount the vacuum tubes.

I liberated the chassis punch set decades ago, but have never really put it to much use. Then it occurred to me recently. The set might be just what I needed to cut the arm rest mounting holes and the window regulator holes in door panels.

As it turns out, the punch set worked perfectly and makes very neat and tidy holes.

—Jeff Schira (FCA #6235)
Mansfield, Texas



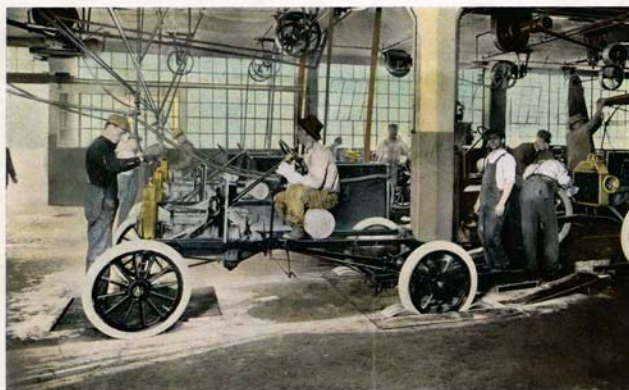
Editor Note: If you have used an "Old Dog. New Trick" in your own vehicle restoration, please let us know. We'd love to hear your ideas.



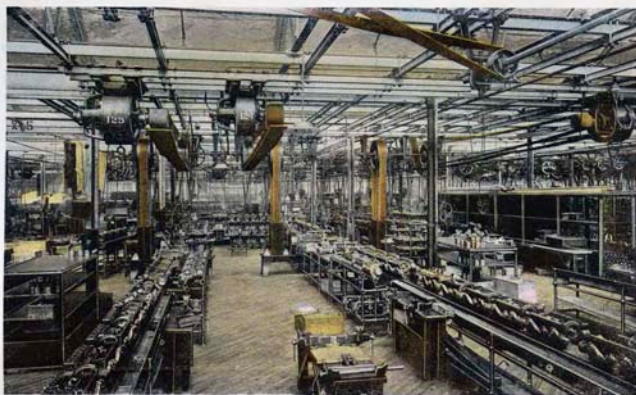


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Bob Karpenko of Middleport, New York (FCA #6994) sent us these vintage Ford postcards.

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THE GRILLE OF IT ALL

BY JOHN PARK

“What year did you say is your Ranchero?” Mark, our chapter vice president asked me. “A ‘65.” I replied. “Huh, you’ve got the wrong grille on it,” he said with a smile radiating from his own grille. Checking out other 1964 and 1965 Falcons at our club ride, I noticed a clear difference between the two grille styles. The 1964 grille has a distinct black paint scheme on the horizontal indentation portions which give the horizontal bars a “floating” appearance. The 1965 grille has a prominent vertical center bar with a red, white and blue Falcon emblem and fewer vertical bars.



1964 Falcon grille top, 1965 grille bottom

I’m probably the third or fourth owner of this particular Ranchero so I’m not too familiar with its history and not

being an “expert” I had no idea that it was wearing the wrong pair of pants. I had my suspicions that something was amiss when I noticed that the left hand (driver’s side) head light bezel did not align with the grille forming an unsightly gap. The right hand (passenger’s side) bezel lined-up okay. It may be an urban legend but I’ve been informed that headlight bezels between the 1964 and 1965 Falcons don’t match-up. My best guess is that a prior owner either liked the look of the ‘64 versus ‘65 or did a “quick and dirty” and replaced the grille with what was available.

To remedy the problem and to return the vehicle to its original look, I searched Craig’s List and e-Bay and was able to find and purchase a driver quality 1965 Falcon grille with some rust and scuffs at a reasonable price. Needless to say, original Falcon grilles in decent shape are getting rare and expensive. Grille removal and installation is fairly straight-forward, it is a good idea to follow the advice of the 1965 Ford Falcon shop manual and loosely install the upper retaining bolts and lower grille support retaining screw during installation. Install and tighten the end grille retaining screws at each side of the headlight housings and then tighten the remaining bolts and screw. By initially making the bolts and screw only “finger tight”, this allows the sheet metal grille to flex to align the bolt and screw holes and ease grille fitment. You may need to use the next size up sheet metal screw if the holes are stripped, and washers for added shoulders. Using a screw starter or magnetizing the end of a Phillip’s screw driver and using an awl or nail will allow for easier alignment and installation of the headlight bezels.

Changing out the grille altered the appearance giving the Ranchero, in my opinion, a more clean,



The “gap”



The “gap”
eliminated

streamlined and “modern” look that Ford designers intended for the model change between 1964 and 1965. Not only does it look better, the unsightly headlight bezel gap is gone as well. I would like to thank Mark Bennett of the Golden Gate Chapter for pointing out my Ranchero’s shortcomings. If you own a 1964 or 1965 Ford Falcon, take a close look at its grille to see if she is wearing the correct matching blouse and skirt. You could also just grille and bear it.

—John Park (FCA #16329)
Alameda, California

The 1965 grille emblem has a red, white, and blue background with three “birds” aligned on the top half.



Before, a 1965 with a 1964 grille; only a trained eye would notice.



After, with correct 1965 grille.

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FORD FALCON AUCTION RESULTS FOR 2019

BY WALLY TIRADO

It can be difficult to tell when a classic car is going to make a lot of money at auction and when it will fail to meet the seller's expectations. So much of it is subjective. However, the following list is the 2019 auction results of the leading auction companies found for the Ford Falcon. This list is not exhaustive. Auction results should not be construed as to value of your car, just representative of market indications.

Mecum [mecum.com]



1965 FORD FALCON CLUB WAGON
\$12,000 High Bid
240 ci, automatic



1963 FORD FALCON FUTURA CONVERTIBLE
\$10,450 Sold
170/101 HP, three-speed



1964 FORD FALCON CONVERTIBLE
\$9,350 Sold
347 ci, automatic



1965 FORD FALCON STATION WAGON
\$17,000 High Bid
331 Stroker, automatic



1963 FORD FALCON CONVERTIBLE
\$11,550 Sold
170CI, automatic



1963 FORD FALCON CONVERTIBLE
\$26,400 Sold
260/200 HP, five-speed



1964 FORD FALCON CONVERTIBLE
\$28,600 Sold
347 ci, five-speed



1963 FORD FALCON CONVERTIBLE
\$13,750 Sold
170 ci, four-speed



1965 FORD FALCON FUTURA CONVERTIBLE
\$25,000 High Bid
289 ci, automatic



1964 FORD FALCON RANCHERO
\$10,000 High Bid
260 ci, four-speed



1962 FORD FALCON
\$9,900 Sold
144 ci, three-speed

All photos courtesy of respective Auction Companies.

Mecum [mecum.com]



1968 FORD FALCON
\$12,000 High Bid
302 ci, three-speed



1961 FORD FALCON
\$11,000 Sold
170 ci, automatic



1965 FORD FALCON SPRINT
\$22,000 Sold
302 ci, automatic



1965 FORD FALCON RANCHERO
\$11,550 Sold
289 ci, Air Conditioning



1963 FORD FALCON SPRINT CONVERTIBLE
\$19,800 Sold
260 ci, four-speed



1963 FORD FALCON SQUIRE WAGON
\$19,800 Sold
170 ci, automatic



1963 FORD FALCON FUTURA CONVERTIBLE
\$19,800 Sold
170 ci, automatic



1963 Ford Falcon Futura Sport Coupe
\$33,000
3A17U128484, 170ci, automatic

**Barrett-Jackson Auction Company
[barrett-jackson.com]**



1962 FORD FALCON WAGON
\$11,550
2R22U11307200ci, four-speed



1963 FORD FALCON RANCHERO 66B
\$12,100
3R27F179149, 260ci, four-speed



1964 FORD FALCON SPRINT RACE CAR
\$79,200
2R22U113077, 200ci, four-speed

RM Sotheby's [rmsothebys.com]



1963 Ford Falcon Futura Sport Convertible
\$30,250
3H15U159602, 170ci, automatic



JOHN TITMAN'S ELECTRIC 1965 FALCON SEDAN DELIVERY

Here's my story. My story begins with my decision to build my own electric car back in 2016. I sold my 1960 English Ford Zephyr to finance my venture. As I was a member of the Falcon Club, it only seemed appropriate to build an electric Falcon. I chose a Sedan Delivery as it provided suitable space for storing batteries and also I prefer a wagon. I searched for a suitable 1960–63 model but there didn't seem to be any available anywhere. I located a number of cars in the U.S. and finally decided on a car in Tacoma, Washington. I borrowed a trailer from a friend and drove my truck down to the states to pick it up.

I had to store the car in Sumas for a few days, but bringing it home wasn't really difficult. I proceeded to strip it when I got home. The only thing of value in the entire car was the 200 six-cylinder engine, which I sold to a fellow club member. The windshield was smashed, the brakes and tires were junk, the fuel tank was full of rocks, oil and water, the wiring was fried, and all the body panels were rusted, including the roof and floor. In addition, all the lights were smashed, the front end worn out and someone had fitted a crummy VW bucket seat with a large half-plate.

In the process of restoring the car, I fitted a Heidts Mustang II suspension, but it was too low and I had to cut it out and raise it two inches to make a car without a cross member that wouldn't bottom out on speed bumps.

I chose to purchase my conversion parts from Canadian Electric Vehicles. They have been converting vehicles for twenty years.

To make a long story short, I fitted the motor and controller as well as all the necessary components. I purchased stock type bucket seats, which I fitted to the car and I repaired all the rusty floors, doors and the rusted roof. These cars are very prone to rusty roofs due to a lack of drain holes and nobody ever replaces the drip rail sealant when the factory sealant fails. In addition, these cars are really just a two-door wagon with flat panels fitted and Ford Motor Company did not see fit to any more than just a single bead of poor sealant that fails. I have to thank Zoltan Bod, who helped me straighten the roof after I welded the middle of the roof.

I removed the original spare tire well as it was designed for the original 13-inch tires which the car no longer has, and I built a nice storage compartment under the rear deck.

I ordered 48 lithium 3.2 volt 271Ah batteries from China which I fitted to the car in four banks which I fabricated from aluminum. Two of the banks I concealed under the deck in a newly build compartment and the other two I installed above the motor, controller, auxiliary battery, charger and DC to DC converter.

I primed the body, filled, sanded, and primed the body again and again. I painted the car inside and out and assembled it. Unfortunately, many problems were still to come. While installing the carpet, I shorted the Batter Management System cell tap wiring harness, melted the harness, and damaged the BMS so I had to send it back to Ewert Energy Systems for repair (sigh).

Since the vehicle was a U.S. import, I had to get it inspected before licensing. I arranged to get it inspected on August 13th and when I was preparing to load it on a trailer to take to Total Auto-motive for inspection, the batteries shorted and caught fire. HORRORS! Fortunately, I was able to put the fire out with a garden hose but, it took some time.

Continued on page 14



ELECTRIC SEDAN DELIVERY

Continued from page 13

It was necessary to rebuild the melted battery enclosure and wiring and fit formica panels in between each of the individual cells. The battery manufacturer did not inform me that the aluminum battery cells are "live."

Needless to say, I was not pleased.

As of a couple months ago, I had the car inspected and it passed. ! Hooray! I did, however, have to get the car towed to Hope to get it weighed as per ICBC requirement.

I had the car insured, finally, after submitting a pile of papers, receipts and pictures only to realize I had to pull the motor and send it back to CEV because the motor vibrated due to 10 thou run out on the shaft! It appears that I received a motor built during a factory production issue. I've got the car back together and still I had a transmission oil leak (which I fixed) and had to fit a longer driveshaft.

There is one more thing I have to fix when the weather warms up. The hood got burnt when the batteries burned but, that's no big deal. I've had the car on a number of short trips and managed to program the controller to my satisfaction.

A long trip is what I need to do!

—John Titman



Thank you to Falcon Club member Bill Keyes (FCA #14377) of Coquitlam, British Columbia for submitting this unique article. Bill is also a member the Canadian Falcon Fairlane Comet Club. Based in the Vancouver area of British Columbia, the CFFCC has about 70 members across Canada and in Australia. Many are also acquainted with members the Rainier Chapter in Washington.



MORE... FALCON LIFE DURING A PANDEMIC



Don Starkey is having fun working on his 1961 Falcon wagon project.



Dennis Bittle got his Falcon out for a nice Mother's Day drive



Jay Sifuentes' restoration journey just began.

It is good to see
some of you are
able to get out
in your birds!



George Houck's 1963 Falcon convertible been torn apart over 20 years, but it's now 99.5% complete.



So how do you "get out" on the road and enjoy "social distancing" safely? John Furre came up with a way to "dine-out" safely.

He designed/built a "Dine-in island." They take their 1962 Falcon out for early morning rides, grab a drive-thru breakfast, find a parking lot and enjoy the traffic driving by. They do the same

It folds up quickly and sits behind the front seats out of the way or in the trunk And, it was all made from my "don't throw anything good away inventory."



Looks like Mike Sigler found a new project.



"OOPS, our head tech advisor is not working on a Falcon! At least it is a Ford." Bruce Wolfe's 1949 Ford custom two-door sedan.



Marc Anthony Pontello just finished the front suspension on his '63.



Ben Ek got his Ranchero out on a beautiful day for a cruise through some Texas ranch land.

DON'T FORGET TO REGISTER your Ford in the Ford Falcon registry. It's FREE! Help document the remaining U.S. built Ford Falcons.

Go to this link and have your Data Plate info handy:
falconregistry.com/registry/index.php

A ONE-OF-A-KIND FALCON... ALMOST

BY SCOTT SIMPSON

A follow-up article from May 2020 issue

Well, maybe my Falcon is not as unique as I thought. My Falcon Club friend Brian Gatzow called me a few days after we both received the May edition of The Falcon News, where my article about my standard trim 1962 Falcon with deluxe seats and steering wheel appeared.

He said he watches Falcons for sale on eBay and told me there was a car similar to mine that just sold. I looked in the sold items and found it. Indeed, it is similarly equipped. It is a tudor 144, Fordomatic, where my car is a Fordor, 170, manual. But this car is also Corinthian White, with red and white interior, and no rear arm rests, no rear ash tray, black rubber floor mats and painted silver trim, just like my car.

There was a photo of the data plate, and just like my car, it has a six digit DSO code and the trim code is blank. It was built only eight days before my car, and the serial number is only 3081 lower.



The cover photo is the one Scott's gave him on Father's Day.

So, Ford did build at least two Falcons with this combination of options. This Falcon has only 18,750 miles, looks like new, and sold for \$15,050! My car shows only 15,450 miles, but you need to add a two in front of that!



Front view after crash



Side view after crash



Fender removed



Hood latch removed



Replacement hood installed



Replacement hood and fender installed

The GOOD (Wedding), The BAD (Accident), and The UGLY (Damaged Falcon)

Last June, our son got married at an outdoor facility south of Des Moines, Iowa. In the spring, I asked my son if I should bring one of my classic cars to the wedding. He said, sure, bring the Falcon.

I was shining it up before the wedding trip, and I was noticing all the stone chips on the hood and fenders, and the front bumper chrome was going bad. I was thinking as I was working on it, boy, I'm either going to have to spend some money to make this car look better, or just let it slowly deteriorate.

The wedding on a mid-June Friday was great and our son drove off in the Falcon at the end. That Sunday was Father's Day and my son handed me a framed photo of him and his new wife with the Falcon as a backdrop. He said "Happy Father's Day, Dad". It was one of the wedding photos that they somehow got and printed and put in a frame between Friday and Sunday. That was pretty neat, and a great gift.

We headed home on Monday. My wife had rented a car for the weekend, and was going to stay a few hours to take her sister and niece to the airport. I headed out earlier in the Falcon and decided to go home a different way and stop in Clinton, Iowa where I was born and lived my first eleven years. From Clinton, I needed to find a way home, as we usually go through Dubuque and Madison, which we find a more enjoyable drive than using the interstates through the Quad Cities and Rockford. I drove north on four-lane divided highway Illinois Route 26



Masking for paint



Painted, ready to reassemble

approaching Freeport. I had a green light, and it was 4 pm. All of a sudden a car turned left in front of me! I hit the good old drum brakes hard, but could not stop in time. I hit the car in the passenger door. Turns out it was a 90-year-old woman driving.

I was completely unhurt, as I was probably only going 5 to 10 miles per hour at impact. But, now my car was all bent up and the radiator was pushed into the fan, so it was not drivable. I have owned this car for 45 years and this is its first crash. My first thought is "at least this happened on the way home from the wedding." I was 100 miles or so from home. At first the police said they would take me to Enterprise where I can rent a car to get home. But a few minutes later they told me they had no cars. I called my wife, who was just hitting rush hour traffic around Madison. She had to get out of the traffic and head south about 50 miles to collect me. The car was taken by flatbed to a local tow shop. We got home about 10 pm and I had to go back to work on Thursday. I had two days to figure out how to get my car back home or to a local body shop. Was it totaled? Can I get it fixed?

I got a recommendation for Authentic Automotive in Cudahy. As I pulled in, I saw a 1962 Galaxie convertible, a 1965 Mustang, a 1966 Comet and an early Chevy 2 in the lot. I believed

I'd found the right place. Jim said he could take care of everything with the other driver's insurance. It took them awhile to find the parts—a hood, right fender, bumper, grille, headlight bezels and stone deflector, as well as the hood latch, fan and radiator. The radiator support and right side inner fender were bent out of place, but they decided to just straighten them out as they were not rusty, where junk yard replacement parts most likely would have been. We decided to paint the entire car, then the front end would all be new. The paint on the rest of the car was about 30 years old. I did not have the door jambs and inside trunk painted, as all that was in pretty good shape. I made the mistake of telling him I was in no hurry for the car to be done, as I didn't have any plans for any big shows that summer. I didn't get the car back until late October. I now have a shiny newly painted Falcon ready to go to the Nationals in July!

A note on insurance—I had my car insured for a value of \$6,500. The estimate from the shop was \$7,770. If it was only my insurance, they would have tried to total the car. But since the other driver was found 100% liable, their insurance paid the full amount. My insurance was not involved at all.

—Scott Simpson (FCA# 1502)
New Berlin, Wisconsin

CLASSIFIED

FALCONS FOR SALE

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2995. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3495. 1951 Ford two-door sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed, \$5995 OBO. Call or email Lenny, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 200620

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic and power steering. There are bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$14,500. Call Steve, 360-430-0143. WA. 200618



1965 Falcon Ranchero V8, \$9,000. 1964 white Cyclone, buckets, console, V-8, \$3,900 (no motor or transmission). 1964 Caliente buckets, console, V-8, \$3,400 (no motor or transmission). 1964 wagon V-8 Villager, \$3,500 (hit in tailgate). Call or text Carlos Vera, 720-281-0940 or calicometcarlos@yahoo.com. CO. 200422



1970 1/2 Falcon. Prof. built 429 stroked to 501ci; prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 ftr, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner magazine. \$24,000 OBO. jwreese@tranquility.net; 573-864-3153. MO. 200620

PARTS FOR SALE

Three 63-65 HT/Conv. used windshields; 1963-65 four-speed metal hump, excellent; NOS T/loader four-speed speedo cable, C3DZ-17260-F; Three Moog K333 roller bearing idler arm conversion kits; 289-302 windage tray with cap bolts; Complete set 1965 Futura/Sprint side trim moldings; 63.5 8" 5-lug housing with axles and chunk; Two good '65 V8 drag links; Two 1964 grilles, good driver quality; 1964-65 (Comet) restorable console; 1965 Front gravel pan; 1964 Sprint red interior with buckets and console; three complete sets pedals, manual and auto; Z-bars, five-bolt and six-bolt; four trans mounts; three 1965 rebuilt 16:1 ratio steering boxes w/1" sector; pair used 1964-65 Falcon/Comet fiberglass doors; Two '65 grilles, nice driver quality; New 1964-65 Falcon R-model apron; New 1" sway bar; Two sets 1964-65 front and rear bumper cores; Two NOS 1965 grilles; Eight '65 front fenders (4L, 4R), some with Futura molding; '65 Futura dash plastic set, needs refinish; 10-12 1965 tail light lens and housings; Used good '65 wiring harness with heater controls, heater blower, wiper motor, linkage, etc.; Original export brace; Box of six or eight sets good used headlight doors; Two V8 manual drive shafts; Used Falcon/Comet Hooker headers; 1964 Sprint three-spoke

horn button; 1964-65 Sprint inside door sill emblems; NOS 1965 289 Sprint fender badges with foil inserts; 1963-65 Falcon/Comet heater delete firewall plate and interior RH heaterless air duct for same. Priced as one lot: \$3,000. Bring truck. Mike Durhan, 205-647-3703. AL. 200618

NOS 1960-1963 Ranchero right rear quarter panel, CoDB-6627846-E, \$900. NOS 1969-70 right front fender, \$375. No shipping. Brian Gatzow, 262-781-5392 (no texts), bdgtzw@aol.com. WI. 200606

ALL NOS CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm and bushing, \$95. CoDZ-3049-A, upper ball joint spindle support, \$65. CoDZ-2128-A, wheelcylinderrepairkit, \$5. CoDF-13304-A, turn signal plate, \$30. CoDZ-1126-B, rear brake drum \$130. CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens, \$24. CoDZ-3A130-A outer tie rod, \$35. CoDZ-3352-B steering arm and bushing, \$75. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A & B carb rebuild kits, \$60 each. CoDD-5A283-F, exhaust hanger, \$50. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200507

Engines and Transmissions: 1964 Ford 260 V8 engine, needs to be rebuilt, \$300. Ford six-cyl engine #1, needs to be rebuilt, \$300. 1962 Ford Falcon two-speed automatic transmission, includes bell housing and torque converter, \$100. 1963 Falcon three-speed column shift transmission, includes bell housing, clutch plates, clutch and fly wheel hook up, pressure plate, \$300. Ford six-cyl engine #2, needs to be rebuilt, cleaned and newly painted, includes new Summit racing carb, new spark plugs and wires, new coil, starter, fly wheel and flex plate, air cleaner housing, new air filter, \$600. Call Tim, 678-378-0266. GA. 200599

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly,

\$300 pair. 1965 NOS headlight assembly, \$300. pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp Kit, Part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint/ Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 196-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front/rear, \$120. 1963 Falcon spears, perfect used, \$300. 1963 Falcon spears, driver condition, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat, w/1965 Falcon Ranchero Monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (Reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (Reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring (Reproduction), \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front/rear bumpers, \$165 each. Big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford big block 2x4 setup, intake, carbs, linkage, air cleaner, filter, 3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, Used And Scott Drake, Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-

355-7756; vlfalcon64@aol.com. 200509

1960-62 Dog Dish caps, \$15.00. 196063 Comet Dog Dish caps, set, \$50. 1963-66 2690-289 distributors, \$20. 1963-64 gen mount V8, \$25. 1963-65 V8 air cleaner, \$45. 1965 287 heads, \$100 pair. 289-302 carns, \$40. 1960 six-cyl. Holley carb, 9510, list 1921. 1966 power steering pump, \$60. 1963-65 wire wheel covers, 14" set of four, \$150. Roger, 989-753-2686. MI. 200699

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200618

Don Branson's 35 year collection of good used parts for 1960-69. All car parts (must take all), \$10,000. If sold separately: hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357; cell 636-357-8522 or email jlwbranson@mail.win.org. MO. 200608

New 15" wood and aluminum steering wheel, three-spoke, Cobra slotted frame, center hole 3 1/2". It has nine rivet holes, stamped Mota-Lita Franc S.A., not Moto-Lita England, \$275 or close offer. Bare front narrow bolt patter top loader case, tag reads HEH-G, fits 260-289 Mustang, may fit Tigas, Fairlane, Cobra and Falcon, \$200. Autolite 4100 1.08 carb C42F-C, automatic, needs parts and rebuild, \$200. Two NOS 1962 Falcon taillight housings, C2DZ-9725-A, \$250 firm. NOS passenger side rocker panel, fits all 1964-65 models, \$250. More parts. All parts price plus shipping. New in box Edelbrock 351 W performer intake, \$250. John Simone, 413-336-5307. Easthampton, MA. 200699

1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four lug 14" wheels, \$60 each, set of

five, \$250. Four lug 13" wheels, \$25 each, or five for \$100. Five lug 13" wheels, \$50 each or five for \$200. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175- \$550.00, set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/ keys/working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75- \$350.00; Dagenham four-speed bellhousing/ clutch fork, \$75; (1) Dagenham shifter box left: one lightly used \$250; T-10 four-speed, complete, buildable, narrow pattern \$495, with complete shifter and trans mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing: came for a 80K mile car; \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" quality grilles: 1962, 1964-66, 1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea; 1966-'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only), \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies, \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranch rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover, one stock; \$350-\$500. Lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. '68-70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50. 1970 1/2 Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with

continued on page 20

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continued from page 19

your needs. All prices are plus shipping. Call or email lenkellogg@lpbroadband.net, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 200620

NOS 1960-1963 Ranchero right rear quarter panel, CoDB-6627846-E, \$900. NOS 1969-1970 right front fender, \$375. No shipping. Brian Gatzow, 262-781-5392. No texts, bdgtzw@aol.com. WI. 200599

If you need parts for 1960-65 Falcons, I might have them—hoods, doors, fenders, tail lights, chrome, plus full set for 1965. I have door hinges, window cranks, hubcaps, station wagon curved side windows, a real nice 1965 Mercury Caliente grille, nice 1965 Mercury Comet tailgate with huge chrome. Lots more. Bob, 806-683-3550. TX. 200599

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 200509

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. 200504

1962-63 Falcon Squire Wagon side and tailgate trim. Call Dennis Chenier, 503-997-2384, toysmaker@comcast.net. 200507

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Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, FCA Editor, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.



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PROPOSED ADDITIONS / PROPOSED DELETIONS

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook.

4.5.1 President/**Chair of the Board**

4.5.1.1 General Charge and Supervision of the activities of the FCA

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs as required.

4.5.1.4 Promote FCA social activities.

4.5.1.5 Chairs Board of Directors meetings, Officers Meetings and Business Meetings.

4.5.1.5 Chair Officers Meetings and Business Meetings.

4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.

4.5.2 Vice President /**Member of the Board** is an alternate for the President in the President's absence.

4.5.2.1 Serves as an alternate for the President in the President's absence.

Assist in implementing FCA policy.

4.5.2.2 Assists in implementing FCA policy.
Chair special committees.

4.5.2.3 Chairs special committees as appointed by the Board of Directors.

4.5.2.3 Chairs special committees as appointed by the President.

Submits quarterly reports to the President, Board of Directors and Regional Directors.

4.7 Duties, Responsibilities and Powers of the Board of Directors are as follows:

4.7.1 Manage the activities and affairs of the FCA and resolve issues brought to its attention by the President or Vice President.

4.7.2 Hold annual, regular or special meetings.

4.7.2.1 Plan and conduct annual meeting at the National Meet.

4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.

4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.

4.7.2.4 President and Vice President shall attend Board meetings if they are available but shall not be entitled to vote.

4.7.2.5 May conduct a Directors only meeting.

4.7.3 Through the President, Grant or assign additional duties, responsibilities and powers to the elected, appointed, and volunteer officers. These duties, responsibilities and powers will be enumerated in the Officer and Director Handbook.

4.7.4 Approve the terms and the form of contracts toe entered into by the FCA and contractors.

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